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REPORT

ON THE

CHESAPEAKE & DELAWARE

CANAL.



SIXTH

GENERAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

CHESAPEAKE AND DELAWARE

Canal Company.

JUNE 6, 1825.

AT an ELECTION, held at the same time and place,
the following gentlemen were elected for the ensuing
year:—

PRESIDENT,

JAMES C. FISHER.

DIRECTORS,

THOMAS P. COPE,

CALEB NEWBOLD, JR.

JOHN K. KANE,

ROBERT M. LEWIS,

SILAS E. WEIR,

ISAAC C. JONES,

GEORGE GILLASSPY,

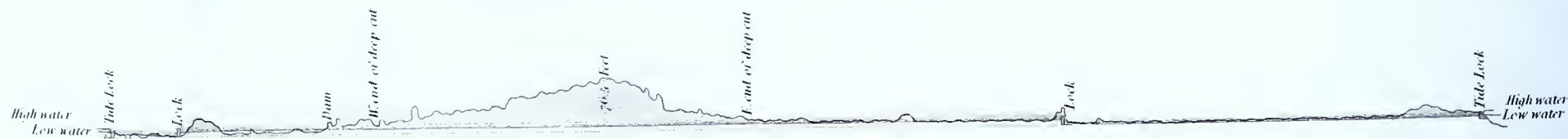
ROBERT WHARTON,

THOMAS FASSITT.

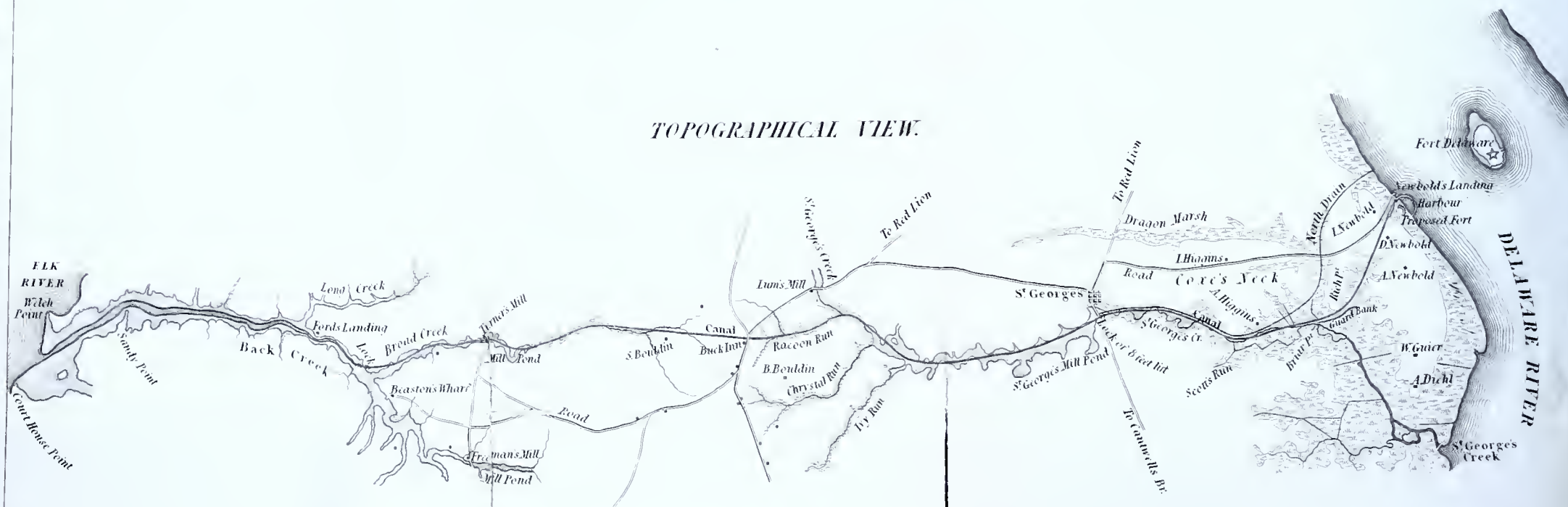


CHESAPEAKE & DELAWARE
CANAL

PROFILE OR VERTICAL SECTION.



TOPOGRAPHICAL VIEW.



Scale of Miles.



Scale of Yards.



SIXTH

General Report

OF THE PRESIDENT AND DIRECTORS OF
THE CHESAPEAKE AND DELAWARE
CANAL COMPANY.

SINCE the last Annual Report to the stockholders, the President and Directors of the Chesapeake and Delaware Canal Company have been engaged, in a zealous prosecution of the work committed to their charge.

The labourers on the line suffered by the usual autumnal fevers of the country, but at no time has the work been suspended, or even materially interrupted; and the mildness of the winter enabled the contractors to continue their excavations, throughout all that season.

Although no truth can be more firmly established, than that roads and canals add greatly to the value of the lands through which they pass, yet men are everywhere to be found, who, disregarding the benefits which by these means are conferred upon them, seize, with little attention to justice, every advantage which circumstances place within their grasp; and accordingly, notwithstanding the early precautions which had been taken by the board, to secure, by provisional contracts, even before the route was finally adopted, titles to the soil necessary for the purposes of the canal, they have sustained some impositions, and been involved in some vexatious disputes with a few individuals; but they are happy to add, that these contests have been more troublesome than expensive, and that in general they have afforded to the claimants little

cause for triumph. It is however proper to say, that from other landholders, they have experienced that degree of liberality, which, while it consults its own interest, does not forget what is due to others.

Various considerations induced the board, very early after their last Report, to suspend all operations on the Delaware harbour. The state of their finances, at that period, rendered it, in their opinion, most advisable to apply them, in the first instance, to objects of more pressing necessity. Doubts had also been suggested, whether that portion of the embankment, which the contractor had designed to form of earth, would sustain the force of the tides when urged by tempests, or the wear and pressure of heavy ice when driven by strong currents. Subsequent information derived from the inhabitants of the country, and their own later experience and personal observations, having confirmed these apprehensions, the board determined, on mature reflection, to abandon all reliance on earthen mounds, and to substitute substantial wharf-work round the entire exterior front of the harbour, considering the additional expense as amply compensated, by the increased security and accommodation.

A contract has been formed for the bridge at the summit-level, near the Buck tavern. This bridge will be thirty feet wide on the roadway, and two hundred and twenty feet in length, supported by massy stone abutments; and as it will possess an elevation of ninety feet above the water, it will enable masted vessels to pass under it, and command an extensive view of the canal.

With the view of maintaining a constant supervision of the works, and to keep the members personally informed of their progress and condition, committees of the board have been regularly despatched to the canal ground, in such manner that few consecutive days have elapsed, in which the whole line has not been visited, and carefully inspected by some of them.

The soil on a portion of the meadows has proved of a more spongy texture than previous borings had indicated. The principal disadvantage of this discovery is, that it will occasion to the company some additional expense, in the transportation of more solid earth from other parts of the excavation, to form the towing-path over these marshes, which otherwise appear to be sufficiently firm.

Since the last Report, the Delaware tide-lock has been completed. It is a substantial piece of masonry, containing 40,000 cubic feet of solid stone-work. It is one hundred feet long between the gates, and twenty-two feet wide in the clear. It has stood the test of one winter, unimpaired; and no doubt can now be entertained as to the entire security of its foundation, which rests on piles driven for the purpose. The western lift-lock, of the same dimensions, and to be composed of granite taken from Port Deposit, is to be completed during the present summer. The western tide-lock, for which the materials are also preparing, may be finished before the approaching winter, should the season continue healthy. Excavations of the pit are in considerable progress; but it may become prudent to suspend these operations, pending the sickly months, to prevent unnecessary exposure of the labourers, who can in that event be equally well employed on other parts of the work. The lift-lock at St. George's cannot be built until next spring, when, it is to be hoped, the excavation on the meadows will have been so far accomplished, that the materials for this lock may be transported on the canal, to the point on which it is to be located. We are sorry to say, that the excavations on these meadows, have not been prosecuted by the contractor with that vigour which would have comported with the wishes and orders of the board, though on other parts of the work considerable zeal and spirit have been manifested.

There is now engaged on the line a force equal to 1820 men, and the excavations amount to 1,423,187 cubic yards,

exclusive of embankments, agreeably to the following detail—viz.

Excavation,
Cubic Yards.

<p>SECT. 1. Harbour—200 feet of wharf on the north side, and 100 feet on the south, have been ordered to be constructed this season—timber ready.</p>	
<p>Lock—masonry completed—gates to be hung in a few days</p>	<p>- - - 11,792</p>
<p>Canal</p>	<p>- - - 17,960</p>
<p>SECT. 2. Through D. Newbold's</p>	<p>- - - 5,400</p>
<p>North drain—through upland —through meadows</p>	<p>- - - 35,241 - - 15,250</p>
<p>SECT. 3. St. George's meadows</p>	<p>- - - 51,000</p>
<p>Machines are used on this section for excavating—about 100 hands have recently been put to work on it, and the contractor has promised to place a large additional force on it very soon.</p>	
<p>SECT. 4. St. George's mill-pond</p>	<p>- - - 72,412</p>
<p>This section includes the lock at St. George's—the bridge to be built at the lock—the reservoir, which will be formed by the mill-pond on the south side of the canal—and the dam at Wilson's Point, on which boats are to be used to excavate part of the deep cut.</p>	
<p>SECT. 5. The deep cut, eastern division</p>	<p>- - 801,662</p>
<p>This section includes the bridge</p>	

at the Buck, elevated 90 feet
above the water line of the canal.

Total excavation on the eastern
division - - - - - 1,010,717

SECT. 5. The deep cut, western divi-
sion - - - - - 309,870

SECT. 6. Turner's mill-pond - - - 37,600

This section will be com-
pleted in a few weeks. It
includes a bridge at Turn-
er's mill, to be erected this
season.

SECT. 7. Broad creek - - - - - 60,000

This section will be com-
pleted this summer. It
includes the dam across
Broad creek, with the
culvert and sluice. It also
includes the mound or cof-
fer dam, formed to facili-
tate the construction of the
western tide-lock.

Western lift-lock - - - - - 5,000

About 500 piles have been
driven—the foundation is
very secure—the lock will
be finished by September.

Western tide-lock—the cof-
fer dam is nearly com-
pleted, and should it be
deemed expedient, the lock
may be completed before
winter.

Excavation—western division ———— 412,470

Ditto, eastern division - - - 1,010,717

Grand total, cubic yards. 1,423,187

The receipts and disbursements of the board are exhibited in the treasurer's account, which accompanies this Report; and from which it will be seen that the actual expenditure to the present time amounts to \$ 354,447 87.

The board presented another memorial to Congress, at their last session, praying for aid, and have the satisfaction to add, that the application proved successful,—that enlightened body having passed a law authorizing the secretary of the treasury to subscribe fifteen hundred shares to the capital stock of the company, and which subscription has since been consummated. It adds \$ 300,000 to the active means of the board, and gives assurance of our ultimate success in this great work. We acknowledge ourselves greatly indebted, for this liberal aid, to many patriotic members of the national legislature, whose best talents were exerted in our favour; but to none more than to our worthy representative Judge Hemphill.

About \$ 300,000 are yet required to complete the capital stock; to obtain which, no difficulty is apprehended. The money is not immediately wanted, and the board have therefore proposed to defer opening the books, for new subscriptions, until the next autumn.

In conclusion, the board have the satisfaction to say, that in the prosecution of this great work, they have met with nothing to change their entire conviction, that it will be finally and satisfactorily completed, within the period originally contemplated.

Signed by order and on behalf of the President and Directors.

JAMES C. FISHER, *President.*

H. D. GILPIN, *Secretary.*